

MEMORANDUM



From:	Operational Manager Traffic & Transportation	To:	Chief Planning Officer
Our Ref:	TH/DC/PP/2009/1021	Your Ref:	JS/P/2009/1021
Date:	8 th January 2009		

TOWN AND COUNTRY PLANNING ACT 1990
TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 339 499 Land adjoining Hightown Road, Wrexham.

Development: Change of use from sawmills yard to car hand wash and valeting, new access, fences, gates sign and crash barrier.

I refer to your consultation dated 21/12/09 in respect of the above.

The proposed development site is located on Hightown Road which is a busy classified road subject to a 30mph speed limit. Hightown Road is subject to a one way system which restricts traffic to flow in the southerly direction.

It is proposed to construct a new access (in only) at the northern end of the site with improvements being carried out to the existing southerly access which would serve as an exit only.

I would recommend that both access points are a minimum of 3.0m wide. The submitted layout plan (Drg. No. 5/100/2R – Dated Dec 2009) appears to indicate access widths of only 2.0m which is considered unacceptable.

Both accesses shall be surfaced with hard bound materials (ie/ bituminous macadam) for at least 5m behind the highway boundary (back of footway) with no gates being erected within 5m of the highway boundary. The submitted layout plan indicates gates within 5m of the carriageway edge.

I would recommend that both access points take the form of dropped kerb vehicular crossings.

The proposed access (exit only) shall provide a visibility splay of 2.4 x 56m in the northerly direction measured to the nearside edge of the adjoining highway in which there shall be no obstruction in excess of 1.0m in height in accordance with Manual for Streets. This will require the removal / setting back of the existing boundary wall. The required visibility splay has not been demonstrated on the submitted layout plan.

The proposed access (exit only) shall provide pedestrian visibility splays of 2.4 x 3.3m in both directions measured from the back of the footway in which there shall be no obstruction in excess of 0.6m in height. These splays have not been demonstrated on the submitted layout plan.

Parking provision at the proposed development site appears adequate. Turning facilities within the curtilage of the development site appear adequate.

I would recommend that the existing 1.5m footway fronting the development site is widened to 2.0m along the entire site frontage (along Hightown Road) in the interest of pedestrian safety (see note).

Details of any proposed signage (in only / out only / no entry) for the access points shall be submitted for further approval. No details of the proposed signage appears to have been submitted.

I would normally recommend that the application be **REFUSED** for the following reasons:-

1. **The proposed access points are less than 3.0m wide.**
2. **A visibility splay of 2.4 x 56m in the northerly direction measured to the nearside edge of the adjoining highway in accordance with Manual for Streets from the southerly access (exit only) has not been demonstrated on the submitted layout plan.**
3. **Pedestrian visibility splays of 2.4 x 3.3m in both directions measured from the back of the footway in which there shall be no obstruction in excess of 0.6m in height have not been demonstrated at the proposed access (exit only) on the submitted layout plan.**
4. **The proposed gates have not been setback a minimum distance of 5m behind the highway boundary (back of footway).**
5. **No details of the proposed signage at the access points have been submitted.**
6. **The construction of a 2.0m wide footway along the entire site frontage (along Hightown Road) has not been demonstrated on the submitted layout plan.**

However, if the applicant were to satisfactorily address the above issues, then I would recommend that any permission be subject to the following conditions:-

CONDITIONS

1. The proposed accesses shall be a minimum width of 3.0m.
2. The proposed southerly access (exit only) serving the development site shall provide a visibility splay of 2.4 x 56m in the northerly direction measured to the nearside edge of the adjoining highway in which there shall be no obstruction in excess of 1.0m in height.
3. The proposed southerly access (exit only) serving the development site shall provide pedestrian visibility splays of 2.4 x 3.3m in both directions measured from the back of the footway in which there shall be no obstruction in excess of 0.6m.
4. The proposed access points shall take the form of a dropped kerb vehicular crossing.
5. The proposed accesses shall be surfaced using hard bound materials for a minimum distance of 5m behind the highway boundary (back of footway).
6. No gates shall be erected within 5m of the highway boundary (back of footway).

7. Details of the proposed signage at the access points shall be submitted to the Planning Authority for further approval.
8. Parking provision at the proposed development site shall be in accordance with LPGN 16.
9. Suitable turning facilities shall be provided within the curtilage of the development site.

REASONS

1. To ensure the formation of a safe and satisfactory access.
2. To ensure that adequate visibility is provided at the proposed point of access to the highway.
3. In the interests of pedestrian safety.
4. To ensure the formation of a safe and satisfactory access.
5. To ensure that no deleterious material is carried onto the highway.
6. In the interest of safety and free flow of traffic on the adjoining highway.
7. In the interests of highway safety.
8. To provide for the parking of vehicles clear of the highway.
9. To ensure that reversing by vehicles into and from the highway is rendered unnecessary in the interests of traffic safety.

Supplementary Notes

The applicant's attention should be drawn to item nos. 1, 3, 4 & 5 of the supplementary notes.

Note:

The proposed footway should be constructed to a standard suitable for adoption by the Council for future maintenance at the public expense and the developer will need to enter into an agreement with the Council under s.38 / 278 of the Highways Act 1980.

You are advised that the Highway Authority will require such works to be completed to their satisfaction before they will formally adopt the relevant Highway works for public use and to be maintained at public expense. This will include the provision of a bond to cover the estimated value of such works.

The appropriate fees will become due to the Council when the Highways Authority approve the proposed works to be carried out.

JMR

Operational Manager Traffic & Transportation